



3.9 View from Greenhill Road exit arm



3.10 View from Heath Road exit arm

- 3.2.6 Nursery Lane connects to Long Lane and is one-way road which provides access to residential properties. There are no parking restrictions on Nursery Lane and parking was observed on one side of the carriageway. There is an existing footway on the northern side of Nursery Lane and a broad landscaped strip on the southern side; this is shown in Photos 3.11 and 3.12 below.



3.11 Nursery Lane looking eastward



3.12 Nursery Lane looking westward

- 3.2.7 The existing adopted highway boundary plan is shown in **Appendix B**.

### 3.3 Public Rights of Way

- 3.3.1 Public Rights of Way (PROW) are footpaths and bridleways which are legally accessible to the public. There are a number of PROWs within the vicinity of the proposed development site, however there are no PROWs passing through the proposed development site boundary. PROWs in the vicinity of the site are shown in purple in **Figure 2**.

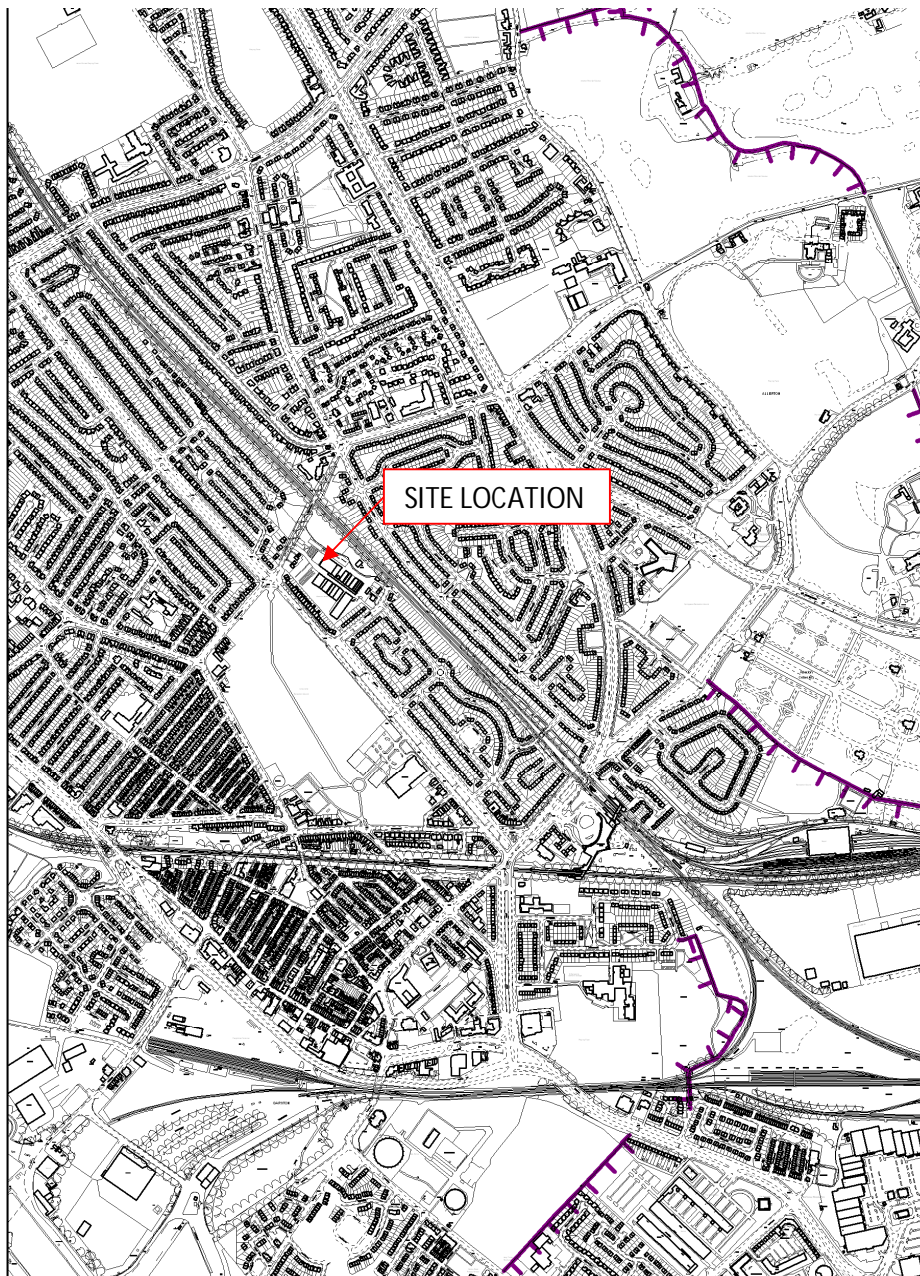


Figure 2 Rights of Way- Cressington Ward



### 3.4 Accident Analysis

- 3.4.1 The latest 5 year period recorded Personal Injury Accident (PIA) data was obtained from LCC.
- 3.4.2 The injury accident records for the Greenhill Road / Long Lane / Brodie Avenue roundabout junction, the Greenhill Road / Stamfordham Drive / Heath Road roundabout junction and the section of Greenhill Road between these roundabouts have been reviewed. A copy of the PIA report and location plans obtained from LCC are included in **Appendix C**.
- 3.4.3 Analysis of the data has shown that in total 8 accidents have been recorded within the study area. There were no reported serious or fatal accidents within the study area and period. **Table 3.1** below summarises the PIAs within the study area by year and severity.

Severity	Year					Total
	2009	2010	2011	2012	2013	
Slight	-	-	3	5	-	8
Serious	-	-	-	-	-	-
Fatal	-	-	-	-	-	-
<b>Total</b>						

**Table 3.1 Summary of 5 year Accidents**

- 3.4.4 As can be seen from the PIA plan in **Appendix C**, there have been 7 slight accidents at the southern roundabout and 1 slight accident at the northern roundabout. There have been no accidents along the section of Greenhill Road between the two roundabouts.
- 3.4.5 It should be noted that as part of the 'Effect20' scheme, Greenhill Road, which is in Area 4 of the scheme, is proposed to become a 20mph speed limit by 2015. As a consequence of this scheme it is to be hoped that road safety will improve further in the local area.
- 3.4.6 In review of the PIA information it can be concluded that study area does not have an existing highways safety issue and the addition of the proposed development traffic would not have an adverse impact on the safety record on the local highway network.

### 3.5 Existing Traffic Flows

- 3.5.1 Manual classified turning counts were commissioned for the following two roundabout junctions;
- 1) Southern Roundabout - Greenhill Road / Long Lane / Brodie Avenue/ Whitehedge Road.
  - 2) Northern Roundabout - Greenhill Road / Stamfordham Drive / Heath Road / Kingswood Court.

Automatic Traffic Count (ATC) including speed data was also commissioned on Greenhill Road. This was included to inform the visibility requirements for the proposed access arrangement.

- 3.5.2 The roundabout surveys were undertaken on Thursday 26<sup>th</sup> June 2014 between 0700 - 1000hrs and 1600-1900hrs, a neutral weekday outside of the summer holiday period. The original survey data is included in **Appendix D**.
- 3.5.3 ATC data was collected from Thursday 26<sup>th</sup> June 2014 to the 2<sup>nd</sup> July. The original ATC survey data is also included in **Appendix D**.